

Alexandria Waterfront Committee, Marina Subcommittee
Notes of Meeting of 10/24/2009

Members present: Gosnell, Hafer, Geissinger, Pennington
City Staff present: Nancy Coats and Fire Department

Opening

Summary of the 9/17/09 was given highlighting that the subcommittee recognizes that any action or future of the City Marina Operations has to accept the current infrastructure and land of the City. The point of this is that 1- there is any existing infrastructure and 2- there is no potential for a leveling of all existing structures and 3- there is no provisions in planning to increase the amount land.

Identification of Marina Territory for consideration

The Subcommittee reviewed a 2D Arial drawing of the waterfront with a foot print – area identified as the area to which all concepts and economic evaluations should be based from. The committee unanimously accepted this as the area in the attached PDF file (less the land not currently under City Control- i.e. Boat Club) is the “domain” of considerations

This area is comprised of the land north of the Alexandria Marina Commercial operation at the south end of the strand and land south of Oronoco Street. Robinson Terminal North was considered to be area that suggestions for future action would be considered.

Areas such Founders Park waterfront were discussed and basically eliminated for consideration for future marina considerations due to park area and unusable navigable waters.

Functionality and Economics of the Marina

Discussions centered on the current marina and what was missing in operational functionality.

The need to support current size boats and power is again identified. Return on investment was considered on this and the size of the marina was tabled pending the independent evaluation to the city that was investigating Marina Cost and Use. Ms Coats was expecting this study within a few weeks and would be the basis for the subcommittee to look at number of slips, size of slips etc

The lack of Activity and Draw of Attention and the feel of interactive setting were pointed out as major issues along with the lack of usability and draw of visiting boats. The idea here is that the feeling that takes visitors to the pier area of Annapolis or the inactive feel of visitors dining – or walking in Georgetown is not Fully obtained by the marina or the Alexandria waterfront . A proposed idea was to offer that type of setting in the area of the strand that is targeted for major changes and to use this type of Georgetown setting for short docking and a more interactive boat-people experience. In was a strong belief that the addition of docking or a group of docks in front or around the strand setting could be used for a new type setting that our current marina does not offer. This idea planned in advance during the Strand re-design could be the type of “action or exciting” setting that could draw visitors, shoppers and people dining down King street and off King street into the new strand shops or restaurants and current shops and restaurants that are in that area.

This same concept was recommended for use in the eventual planning of the Robinson Terminal North, presuming someday that this property went under redesign.

Further, if these two areas were identified as more visiting boat area with more of a visitor – boat interactive setting, the activity of Alexandria Waterfront would be look healthier from the water and to the visitors bring more boats to visit and more people by land. This would leave the middle areas for more general marina operations while giving an expanded feel to city’s waterfront setting. In addition, the Strand area was considered close enough by foot or my cart that the current marina staff could still operate all areas from one operational center and not need a second operational center. Thus any docking costs would be able to mostly profit.

This strand or eventual Robinson Terminal area are being suggested to be more oriented toward visiting boat operations and less permanent docking. Thus, infrastructure of power and water could be minimal (like Georgetown that has neither) and be less costly to develop. The large challenge would be how to get the feel of the boats being closer to the people and the shops to bring that “interactive feel” for visitors.

Economics of Operation

The subcommittee is awaiting the report due the city and will reconvene to discuss Marina Concept of Operations and future plans of the marina associated operations.

Jetty

This was not discussed as time limited the current operation and is left over from the first meeting.